

**Pedestrian and Bicycle Program
Grant Application Form**



**Washington State
Department of Transportation**

**Project Title, Location and Date:
Olympic Drive Non Motorized Improvements**

Lead Agency and Project Manager (Name, address, phone & fax number, email address)

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Total Grant Request Amount: (Provide the total grant request amount and identify how the funds will be divided for each of the project components: project development, right-of-way acquisition, engineering)

Project Development = \$20,000
Preliminary Engineering = \$100,000
Construction = \$644,200

Total Grant Request = \$744,200

**Legislative District
23rd**

Project Summary (Describe the project specifically in 4 to 5 sentences, be sure to address each element included in the project.)

The project provides for pedestrian and bicycle improvements on Olympic Drive / SR305 from Winslow Way to Harborview Drive.

The goals and corresponding major elements of the project are as follows:

- Improved pedestrian accommodation and enhanced pedestrian safety. Provide a separated pathway with improved accommodations for persons of all abilities from disabled citizens with assisting devices to recreational bicyclists. This pathway will improve the connectivity from the Bainbridge Island Ferry terminal to the urban center of Winslow and beyond. The pathway will serve to connect to planned pathways along the Seattle waterfront and existing and future segments of the Sound to Olympics trail.
- Enhanced bicycle mobility and safety. Improvements will be provided to address platooning bicycle traffic from ferry loading impacting the intersection of SR305 and Winslow Way including but not limited to northbound left turning movements.

Work may include: a non motorized pathway and or sidewalk widening, accessibility improvements, bike lanes or sharrows, painted bike boxes, center divider curbing, street lighting, signal modifications/ synchronization/ bike loops, landscaping, and other work as necessary to achieve the project goals. Refer to attached conceptual plans showing one possible alternative.

Recent Progress (Describe any efforts or portions of the project that have been completed or are underway)

The City of Bainbridge offers a rural suburban lifestyle that is both separated and conveniently linked to the city of Seattle by ferry service. Bainbridge is a bedroom community of Seattle and a tourist destination. Because of this unique geography walking, bicycling, and public transportation are highly utilized by and a priority for our citizens. Many commuters and tourists visit the Island for its slower pace and relatively flat scenic roadways for recreation use of non-motorized forms of transportation. The community in the past decade has invested heavily in improved pedestrian and cycle facilities such as the Winslow Way Reconstruction project and Core 40 program shoulder widening project.

Recently the City of Bainbridge Island completed improvements to Winslow Way providing pedestrian and bicycle improvements at the north end of the proposed project. This project provided for wider sidewalks that address

higher pedestrian volume and (ADA/universal design) accessibility. The project provided for bike lanes, sharrows, bike parking, and traffic calming to better accommodate cyclists. The Winslow Way main street reconstruction project is often referenced by Tom Von Schrader of SvR Design, and advocate of “complete streets”, in his speaking engagements throughout the country.

A few years prior WSDOT completed pedestrian crossing improvements at Harbor Drive and added a bicycle lane to the parking area at the Bainbridge Terminal at the south end of the proposed project.

An 800 foot section of the Sound to Olympics Trail (STO) with a bridge over the Winslow Ravine exists along the SR305 corridor between Winslow Way and Vineyard Lane.

Currently a citizen led effort is underway to develop a “Citizen” park with assistance from nationally acclaimed Landscape Architect John Paul Jones at the Southwest corner of the intersection of SR305 and Winslow Way. The proposed park will provide a gathering space and serve as a welcoming point for visitors. The “Citizens” park and Olympic Drive NM project are being designed to complement each other and either may proceed independently.

On the Seattle Side of the WSF route, the Seattle Department of Transportation (in concert with the WSF Coleman Dock construction) has planned and funded an approximately 2 ½ mile shared-use path along the waterfront.

The roadways north of the project have been reconstructed and non motorized facilities south of the project have been upgraded. The proposed project will address the remaining needed non motorized upgrades along the corridor linking pedestrians from Seattle to the urban Winslow area and cyclists through the network of bike lanes in the Winslow Area to outlying areas of the island. The proposed project completes a network of pedestrian and bicycle facilities on both sides of the Seattle to Bainbridge WSF route.

Bicycle and pedestrian travel in the ferry terminal area has been extensively studied. In 2007 the City of Bainbridge commissioned the Ferry/ Gateway District and Waterfront Park Study. In 2008 Washington State Ferries as part of the proposed Bainbridge Island Ferry Terminal Improvement Project completed a Non-Motorized Discipline Report.

Non Motorized Transportation Advisory Committee (NMTAC) members including a Civil Engineer from KPFF, and members the Squeaky Wheels bicycle advocacy group and City Public Works Engineering have collaborated to develop this application. NMTAC hosted focus groups and this potential project has been a discussion item for City Council in an open public forum with citizen input. A 5% design conceptual drawings and cost opinions have been developed.

PROJECT SCHEDULE AND COST SUMMARY SECTION

Project Milestones		Funds Administered by WSDOT (WSDOT use only)	
		Source: _____	Source: _____
		Amount: _____	Amount: _____
		Source: _____	Source: _____
		Amount: _____	Amount: _____
Project Element	Scheduled	Amount	
Project Development	2/2013	20,000.00	
Project Definition (agreement signed)	Mo/Yr		
Begin PE	7/2013	100,000.00	
Environmental Docs Approved	2/2014		
ROW Complete (certification)	Mo/Yr		
Contract Advertised	4/2014	644,200.00	
Open to Public (operationally complete)	9/2014		

Project Cost Summary Note applicable costs		Dollars in thousands	2013-15 Cash Flow (expenditures billed to WSDOT):	
Project Development	\$20			
Engineering:				
Preliminary Engineering	\$100			
Right-of-Way	\$0			
Construction	\$644			
Operations/Services	\$0			
Evaluation	\$0			
Total Grant Request:	\$744			
Match Amount (if applicable):	\$0			
Total Project Cost:	\$744			

Date	Planned
9/13	\$ 20
12/13	\$ 50
3/14	\$ 50
6/14	\$
9/14	\$ 644
12/14	\$
3/15	\$
6/15	\$
Total 13-15	\$ 744

Est. Re-appropriation	\$
Future Biennium	\$
TOTAL	\$ 744

PROJECT DESCRIPTION SECTION

Current Conditions. Describe the current conditions (e.g., existing roadway conditions, speed, risk factors).

The proposed project is located along the SR305 corridor. Olympic Drive is the segment of this corridor between Bainbridge Island's main street of Winslow Way at the north end and the multi modal Washington State Ferries Bainbridge Terminal and Kitsap Transit's bus facility at the south end. This segment of roadway serves many modes of travel including autos, trucking, transit, cyclists, and pedestrians.

The current pedestrian facilities consist of 6 foot sidewalk on the west side and a 4 foot sidewalk on the east side. These facilities are inadequate to provide for the large volumes of pedestrians traveling to and from the Ferry Terminal. The Bainbridge Ferry Terminal has the largest number of walk on passenger trips in the system at 2,848,998 per year (WSF 2011 Traffic Statistics Rider Segment Report). The sidewalks are also narrow and tight to the roadway. Pedestrians are uncomfortably close to vehicular traffic while walking along existing narrow sidewalks. Pedestrians commonly walk in the roadway when there are heavy volumes of pedestrian traffic.

Currently there are no bicycle facilities along Olympic Drive. The Bainbridge Ferry Terminal has the largest number (181,188 per year) of bicycle riders in the system. Cyclists unload prior to vehicular traffic. Drivers speed up to make it through the signal at SR305 and Winslow Way and overtake cyclists climbing the hill resulting in conditions with excessive differential speeds. Most cyclists turn left at the intersection along with motorists with routine interactions with excessive differential speeds. Cyclists commonly enter the on-coming lane of traffic to avoid high differential speed interactions with motorists. This creates a potential conflict with motorists who are traveling to the ferry and may be running late and speeding.

The following comments from the WSF 2008 Non-Motorized Transportation report describe existing conditions:

"During the Scoping comment process conducted by WSF, many stakeholders expressed concerns about the lack of non-motorized facilities. These concerns related to available pedestrian and bicycle facilities, egress and ingress operations, safety, and ADA accessibility issues."

"The existing terminal is a challenge to non-motorized users. After exiting the ferry first, cyclists are often

overcome by motorcycles and other motorized vehicles. As a result, cyclists compete with non motorized vehicles for space in the uphill travel lane on Olympic Drive and many shift to the opposing, southbound lane to avoid conflict and better position themselves to turn left onto Winslow Way. Pedestrians mix with motorized traffic in several unmarked crossings of Olympic Drive in an unsafe manner. The connection from the vessel unloading to the Waterfront Trail is also convoluted for non-motorized travelers.” p12

“The terminal facility was built in the 1950’s, including sidewalk connections originally designed for lower demand and access. The facilities are not ideal for two primary reasons; the large exposure of pedestrians to motorized traffic when crossing Olympic Drive (at grade), and the sidewalk and street facilities for non motorized traffic are inadequate. Pedestrians who use Olympic Drive to access the ferry terminal must walk on sidewalks that are too narrow to comply with ADA.” p25

“The reduced exposure of pedestrians and cyclists to motorized traffic is essential to the safety of the ferry terminal users” p60

City of Bainbridge Police Department reports show that four pedestrians have been struck by automobiles in the vicinity of sidewalks and crosswalks in the past three years. On separate days WSDOT’s Pedestrian and Bicycle Collision Statistic documents two additional Ped or Bike related accidents in the past three years. Additionally several cyclist have reported being struck by mirrors on Olympic Drive in recent years.

Project Impact. How will the project meet the four goals?

(a) Promoting healthy communities by encouraging walking, bicycling and using public transportation

This project addresses a gap at a location that serves an extraordinary number of pedestrians and cyclists and is a huge “complete streets” opportunity to enhance pedestrian and cyclist experience and further the goals of encouraging walking and bicycling. This section of the SR305 corridor is a critical non-motorized link between the ferry terminal and the urban Winslow area. This segment has experienced growing non-motorized demand in the past decade as substantiated by WSF statistics. The proposed project widens the street to provide for non-motorized facility improvements. New pedestrian facilities (separated pathway, wider sidewalks) will provide safer more accessible and welcoming accommodations for all users. New bicycle facilities (bike lanes, sharrows/ lane widening, pavement markings) accommodate a wider range of users and address safety and efficiency concerns. Additionally, non-motorized efficiency improvements will benefit all modes of travel including transit.

(b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate.

The proposed improvements are located in the SR305 corridor. Olympic Drive serves the ferry terminal and the Island’s urban center and is a hub of activity for regional auto, truck, and transit as well as cyclists and pedestrians. For pedestrian and bicycle facility improvements refer to the project summary, above section (a), and attached conceptual drawing. The preservation of existing forested area to the West side of the roadway as well as opportunities for additional landscaping and street trees at the East side of the roadway will be considered in the development of the design. The landscaping design will consider safety benefits such as greater space and or separation for non motorized users and traffic calming.

Bainbridge Island is designated in the GMA and our comprehensive plan designates the majority of this growth

to occur in the higher density downtown Winslow area served by the proposed project. The downtown area is attractive for retirees and disabled persons. Addressing safety concerns and improved accommodations to the ferry terminal will be a huge benefit for these users. Additionally the Kitsap County Housing Authority and the City's Department of Planning and Community Development support affordable housing efforts that historically have been located in the downtown area within walking distance of the ferry terminal.

(c) Protecting the environment and reducing congestion by providing safe alternatives to single occupancy driving

As previously described the proposed project provides a huge opportunity to expand non motorized connectivity to existing housing, employment, education, retail, and recreational destinations. While vehicular ferry ridership has been flat, non-motorized ridership continues to grow. Existing conditions are uncomfortable for some potential commuters and many recreational cyclists. Both in-street and separated facilities are proposed to encourage bicycle use. The pedestrian facilities are inadequate to serve the demand of commuters and provide a pedestrian experience that is needed to service the heavily trafficked downtown urban area of Winslow. These improvements along with the ongoing non motorized investments being made by the City of Bainbridge Island, such as the Core 40 Shoulder Improvement Program and trail improvements, the Sound to Olympics Trail, in conjunction with the Washington State Ferry service encourage regional non- motorized growth.

(d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.

The City of Bainbridge has many local citizens and groups that are actively involved in developing projects and seeking grant funding. This application is the product of a joint effort between City Staff, City Council, the City's Non-Motorized Transportation Advisory Committee (NMTAC), and the "Squeaky Wheels" bicycle advocacy group. Preliminary design discussions have been held with numerous groups including the Go Bainbridge Committee of Sustainable Bainbridge, the West Sound Bicycle Club, leadership of the Bainbridge Island Senior Center, the Bainbridge Island Municipal Park District's Trail Committee, and the North Kitsap Trails Association.

The City has undertaken several planning efforts related to the redevelopment of the downtown including "Winslow Tomorrow" and "The Ferry Gateway District". Kitsap County recently completed and adopted a regional trail study related to the Sounds to Olympic's Trail. These efforts have resulted in the completion of several recent and related capital improvement projects described in the "Recent Progress" section of this document.

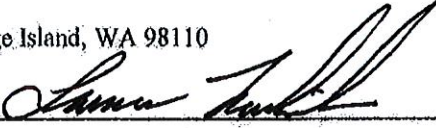
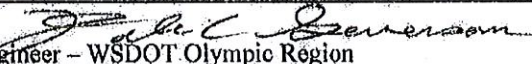
The City of Bainbridge is the lead agency on this project and will perform the work as a developer in the State's ROW and adjoining fronting property under a permit from the WSDOT Development office. This project is of regional significance and Olympic Region, Washington State Ferries, and Kitsap Transit are all stake holders in the project.

Public outreach and participation is envisioned for refining a preferred alternative. Note that funding has been identified for this purpose under "Project Development". This may include additional NMTAC hosted focus groups, opportunity for public comment at Council Meetings, and/or special public meetings. The City of Bainbridge Island's professional staff is committed to the principles of context sensitive solutions. The NMTAC's Universal Design Work Group provides comments during design development for projects with streetscape elements. The City benefits from local advocacy groups that collaborate constructively with City staff and council members to develop projects with long term vision and interests in mind.

PROJECT DESCRIPTION SECTION (continued)	Nationally designated Main Street Community <u>Winslow Way</u> National Main Street Affiliate <u>Bainbridge Downtown</u> <u>Association</u> National Historic District <u>Washington Trust for</u> <u>Historic Main Street</u> <u>Program</u>	Posted Travel Speed <u>25</u> MPH If operating speed differs, please provide operating speed: <u>Unavailable</u> MPH
Distance from major housing, commercial attraction, transit station or other bicycle or pedestrian generator. Distance (miles) <u>zero</u> Comments: WSF Bainbridge Terminal	Prior traffic collision involving bicyclist/pedestrian at location within past three years. Total pedestrian/bicyclists involved crashes <u>6</u> Comments: 2 WSDOT, 4 COBI	
Width of Roadway Number of Lanes (include turn lanes) <u>4</u> Comments: North, South, and West Legs, 3 at East legs.	Signalized Intersection Spacing or Distance to Alternate Crossing Facility. Distance (feet) <u>zero</u> Comments: Intersections at both the North and South ends of the project are signalized.	
<p><u>Describe supportive policies, ordinances, standards, and practices in place to help ensure project success.</u></p> <p>The City Council passed a motion authorizing this grant application. The City Council has issued a proclamation in support of the adjacent “welcoming” park project which is complementary to the proposed project.</p> <p>The City of Bainbridge Island adopted it’s award winning Non-Motorized Transportation Plan (NMTP), an element of the COBI Comprehensive Plan, in 2003 following work by a broad-based ad hoc committee and extensive refinement by the Council’s Land Use Committee. The City created a Non Motorized Transportation Advisory Committee (NMTAC) to assist with implementation. This proposed project was conceptualized by the NMTAC. Non-motorized pathway and bicycle facility improvements are identified in the City’s NMTP. The City’s Ferry Gateway Study and WSF’s past studies have explored alternatives for non-motorized and other improvements on Olympic Drive.</p> <p>This project is intended to complete a portion of the Sound to Olympics Trail (STO). The STO is a regional trail that is envisioned to be built to a shared use path standard from the Ferry Terminal to the Agate Pass Bridge on Bainbridge Island and then continue to points north on the Kitsap Peninsula. This trail is called for in the Puget Sound Regional Council’s Vision 2040 Plan, Kitsap Regional Council’s Looking for Linkage, Kitsap Counties adopted North-Kitsap String of Pearls Trial Plan, and Kitsap Transits SR305 Corridor Study.</p> <p><u>Implementation.</u> Outline the project implementation plan or approach consistent with the previously documented milestones (i.e., project delivery status (planning, environmental review, right of way acquisition, construction plans), matching funds or services, consistency with community plans)</p> <p>The project involves design, permitting, and construction. The State owns the right-of-way needed for the project and has committed to allowing up to an additional 15 feet for the proposed improvements. Permitting involves SEPA and a special use review permit due to critical slopes (feasible and practical to construct an approximately 8</p>		

foot high retaining wall) from the City of Bainbridge Island and a right-of-way permit from the WSDOT development office. Note that the project is located over 200 feet from the shoreline and a Shoreline Development Exemption permit will not be needed. The project can be designed and permitted in 2013 and constructed in the summer of 2014.

APPLICATION CONCURRENCE

Transportation Agency Engineer, Traffic Engineer, or Director	
Name: Lance Newkirk Title: Public Works Director Address: 280 Madison Avenue, Bainbridge Island, WA 98110 Email: lnewkirk@bainbridgewa.gov Phone: 206-842-2016 	Date 6/28/12
WSDOT Official (if project is on a State Highway)	
Name: Dale Severson Title: Development Services Engineer - WSDOT Olympic Region Address: 5720 Capital Blvd, Tumwater, WA 98504 Email: SeversonD@wsdot.wa.gov Phone: 360-357-2736 	Date 6/27/12